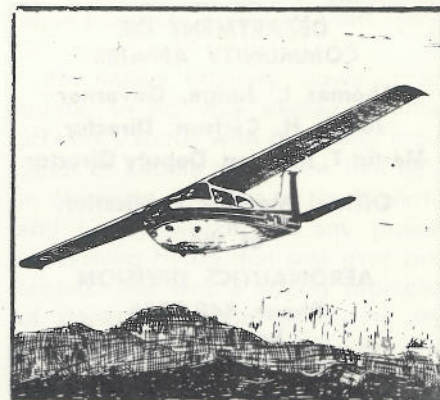




Participants and spectators at the Helena Hangar charity airlift May 23. In the foreground left to right, Will Mavis, Chief of the Combined Tower and Flight Service Station, Helena; Robie Strickland, Chief, FAA Airport District Office, Helena; and Bob Wix, Administrator of the Deaconess Childrens' Home, recipient of the proceeds of the charity airlift.



## MONTANA DIVISION OF AERONAUTICS

Vol. 27 — No. 7

MONTANA AND THE SKY

July, 1976

### BORDER CROSSING FEES ON HOLIDAYS

By: VIRGIL COMPTON  
Director Region 7

International Flying Farmers  
Box 493, Whitehall, Montana 59759  
I have just received a letter from Senator Quentin N. Burdick of North Dakota and with it the Joint Committee (House and Senate) report on the "Airport & Airways Development Act Amendments of 1970".

The above Joint Report pertains to S. 3015 and H.R. 9771 of 1976. If passed in its present form and signed by the President, after January 1, 1977 almost all border crossing fees on Sundays and holidays will be eliminated.

### HELENA HANGAR FLY-IN AND CAMPOUT

John Serquina, President, has advised that the Helena Hangar will have a no host barbeque and campout at Yellowstone Airport Saturday and Sunday, July 24 and 25. Everyone will bring their own food, table service and camping equipment. Airport Manager Ted Mathis is making provisions for camping right next to the CFR building.

Those preferring may stay in motels, and there is an excellent restaurant in the terminal building open from 7:00 a.m. to 5:00 p.m.

The plans are to land at Big Sky Airport on the way back Sunday and participate in the Ennis Buffalo Barbeque. Big Sky Airport is an excellent 5360 foot turf strip.

All pilots and their families are invited to attend.

### INAC MEMBERSHIPS AVAILABLE

North America's oldest aviation council is seeking membership throughout the northwestern United States and western Canada. If you have an interest in aviation, either personally or commercially, you're invited to join this aviation council. Many of the present members are flying club members, fixed base operators, private pilots, airport board members, airline executives and local aviation committee members.

The council was created in Boise, Idaho in 1935, and the first INAC annual meeting was held in Spokane in 1936. INAC now has members from Washington, Oregon, Idaho, Montana, North Dakota, Wyoming,

and Colorado in the United States and from the northwest territories, Yukon Territory, British Columbia, Saskatchewan, Alberta and Manitoba in Canada.

Each year the meeting place alternates between Canada and the United States. The annual convention will be held this year in Edmonton, Alberta on August 25, 26 and 27.

The council fosters and promotes development of civil aviation in Canada and the United States through the encouragement of development of airports, landing aids and navigational aids on both sides of the border. The council maintains a co-operative liaison with state, federal, and provincial governments on all matters affecting airports and aircraft operation in the two countries. INAC further strives to promote the simplification of air regulation in both countries.

Individual membership annual fees are \$10 with corporations paying \$25. If you are interested in becoming an INAC member, send your dues to:

International Northwest  
Aviation Council  
Donald Lindsey, Secretary  
2764 First Avenue South  
Seattle, WA 98134



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**Box 1698**

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Edited by: **Bernice M. Peacock**



**CALENDAR**

**July 24-25**—Helena Hangar Fly-In  
and Campout, Yellowstone Airport,  
West Yellowstone, Montana.

**July 25**—Big Sky Airport, Fly-In

(Continued on Page 8)

**PILOT AIDS**

Montana Aeronautical Chart...\$2.00

Montana Airport Directory:

Loose leaf binder.....\$1.00

Insert.....\$1.00

Subscription—

Monthly newsletter.....\$1.50

*Administrator's  
Column*



It was with a great deal of sadness that Jack Wilson and I flew to Jordan June 21 to attend Milton Schrank's funeral.

The fly-over during the graveside services was a touching tribute from Milt's comrades of the sky and brought tears to the eyes of those on the ground, even the normally self-controlled and disciplined pilots.

Upon departing, Jack Wilson asked, "What do you say we christen this the Milton Schrank Airport?" which we agreed to do by a solo graveyard fly-over which was accomplished by Jack.

The Aeronautics Division extends our deepest sympathy to Vivienne Schrank and her family.

The Helena Hangar of the MPA sponsored a charity three cent per pound airlift May 23. Members of the Helena Hangar, Capital Aero and Morrison Flying Service donated their aircraft and time to this most worthwhile project. Thanks to good weather and the enthusiasm of the volunteers the project was a huge success, netting \$1,029.28 which was donated to the Deaconess Home for Children by John Serquina, President of the Helena Hangar, and Glen Kenney, Secretary-Treasurer. (See

photos elsewhere in this publication.)

\* \* \* \* \*

I attended the Civil Air Patrol week-end search and rescue exercise held at Flight Service, Inc. in Great Falls on June 12. The CAP unit, under the leadership of Major Lyle Sartain, conducted a well organized two day search and rescue exercise. I was informed by Major Langley that the Great Falls CAP Unit got a Satisfactory rating for their outstanding efforts in the exercise.

I also attended the Air Force Search and Rescue course Saturday, June 26 at the Air National Guard, conducted by the United States Air Force by Major Bill Langley. This exercise was evaluated by Col. Modisette and Major Bill Langley of Lowry Air Force Base, Denver, Colorado. Major Harwood, the Montana Liaison Officer, participated in the exercise as well as the evaluation.

Although the seminar was open to any interested persons, it was primarily attended by the members of the Great Falls CAP. I felt the course very worth while and educational.

\* \* \* \* \*

We have been informed that Major Harwood will be leaving Great Falls to assume new duties as Command Post Controller, Rescue Wing, in Eglin Air Force Base, Florida, and his replacement is Captain Jim Beggerly who will assume Major Harwood's duties.

\* \* \* \* \*

We have received a news release from the NTSB regarding general aviation upward trend in takeoff accidents. Preflight preparation has been determined the major contributing factor. The study shows a total of 386 takeoff accidents in 1970-74, killing 822 persons and seriously injuring 741, representing 12% of all fatal general aviation accidents during the five year period. In 1973-74, however, these percentages increased to 13% and 15%, respectively, even though the total number of fatal accidents remained almost constant. A high ratio of fatal to total accidents also was



found. Ten of every 100 takeoff accidents were fatal as compared with 4.4 fatal accidents in every 100 approach and landing accidents. The NTSB sited the pilot as the primary cause or cause factor in 87% of all takeoff accidents and 90% of fatal takeoff accidents. Inadequate pre-flight preparation and/or planning, and failure to obtain/maintain flying speed were detailed cause factors which were sited 197 and 192 times respectively among 622 pilot citations for all 1974 takeoff accidents. The Board urges all pilots to review their preflight routine to insure that it is complete and that it focuses attention on each critical element. The study specified wind shear, weight and balance, ice and frost, wind, runway conditions and density altitude as factors to be considered. The NTSB further urges that all pilots accept a personal challenge to improve their individual knowledge of their aircraft and the factors affecting it during takeoff. I feel that these statistics are alarming and that maybe we should all take a good look at our own procedures to be sure whether or not improvement is needed. In particular, density altitude should be one of the prime considerations in pre-flight planning.

## MONTREAL INTERNATIONAL AIR RALLY

About one hundred pilots from Canada, the United States and other countries will compete in the Montreal International Air Rally of more than 200 miles August 28-29, 1976.

The rally is sanctioned by the Federation Aeronautique Internationale in Paris and is sponsored by the Royal Canadian Flying Clubs Association. It is open to all pilots, private, commercial or military. The aircraft will take off from St. Hubert Airport, a suburb a few miles south of Montreal.

Organized by the Montreal Flying Club, the Rally will usher in an Aviation Week which will end with "Spectair", an airshow that attracts

thousands of people, to be held during Labor Day's long weekend. Provisionally, the winners will share a sum of \$10,000 according to points scored. It will be held in accordance with the rules of the Federation Aeronautique Internationale, an organization of great prestige which, among other things, approves officially the records of light aircraft as well as of satellites for the entire world.

## WELL KNOWN MONTANA PILOT DIES



By: JACK WILSON, Chief Safety and Education Bureau

Milton P. Schrank, Jordan, died June 16, 1976 of an apparent heart attack. He was born in Edmore, North Dakota and as a child moved to Jordan with his family. He was raised and educated in Jordan and in 1925 graduated from Jordan High School.

He married Vivienne Nault, August 3, 1929 in Jordan.

Milt soloed and received his private pilot license in 1946. He operated a unicom in his home since 1959 and was airport manager since 1950. He was a member of the Montana Pilots Association and

served as state president from 1969-'70.

The above obituary, however accurate, in no way explains Milton Schrank's status with the many thousands of people who knew him here in Montana. He was an enthusiastic and happy worker on any project concerning flying that was ever presented. He was a strong promoter of general aviation all during the time of his flying career. He was active in the Montana Pilots Association, especially in the Garfield Skyriders Hangar which was centered in Garfield County, and which he also served as president.

That he was loved and remembered by his many friends was attested to by the standing-room-only attendance at his funeral. Milt always promoted flying and shared his airplane and his talent with anyone who happened to be available. It is said that he has given rides to over 1,000 non pilots in his promotion of general aviation. That he was well liked was also proved by the people who came from so far away to pay their last respects to him and his family.

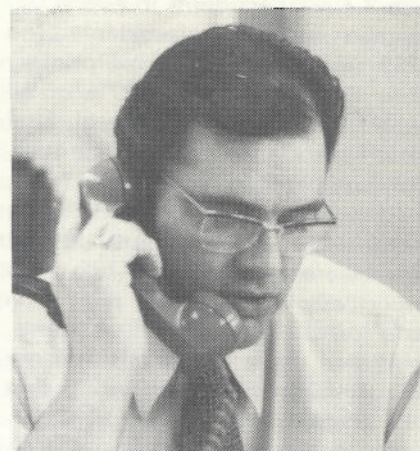
He will be mourned by all those who knew and loved him and we of the Aeronautics Division extend our most sincere sympathy to his family and friends. We would suggest that any time any of the pilots are going to land at Milton Schrank Airport, or talk to the Milton Schrank unicom at Jordan, that they remember Milton Schrank for the fine gentleman and great aviation promoter that he was.



Milton Schrank's 1947 Piper PA-12, used in fly-over at his funeral in Jordan June 21.



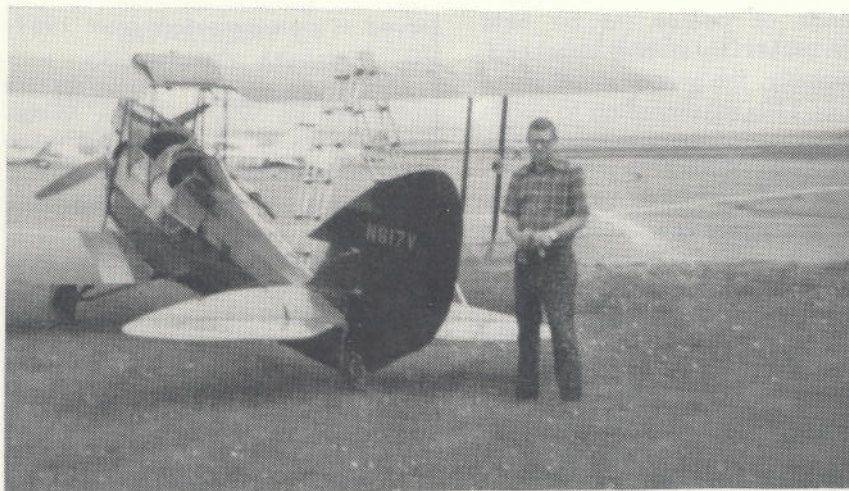
## ADAP AND AIRPORT LIABILITY



By: **DAVID C. KNEEDLER**, Chief  
Airport/Airways Bureau

We are getting closer. By the time you read this the legislation put together by the joint House/Senate Compromise Committee should have cleared both houses and be on its way (hopefully) to a presidential signature. However, with the built-in delays including a thorough massaging by the Office of Management and Budget I suspect that it will be mid-August before anything can get underway. As is the case with most legislation there will be good parts and some parts not so good. Not having seen the final version I'll not take your time discussing details and provisions which may have been changed at the last minute.

On a different subject the June issue of AIRPORT SERVICES MANAGEMENT magazine contained an article on a recently released National Transportation Safety Board report. The report had to do with the NTSB's investigation of the crash of a Fairchild F-27B while attempting to land at an airport in Alaska. One of their findings which bears emphasis is that the rotating beacon and numerous runway lights at the airport involved were not operating. In addition, a Notice to Airmen (NOTAM) had not been issued regarding the condition of these lighting systems. The Safety Board went on to state its belief that lack of these visual aids, particularly the



Swede Lindgren and his 1931 Gypsy Moth, on display at the Helena Hangar charity airlift.



Waiting for their turn at the three-cent-a-pound charity Airlift performed by the Helena Hangar May 23.



Participants and spectators at the Helena three-cent-a-pound charity airlift in Helena May 23, put on by the Helena Hangar, MPA.



rotating beacon, may have been a factor in the flight crew's failure to locate the runway during repeated attempts to land.

Since the airport is served by a certificated air carrier it was at the time of the accident in clear violation of FAR Part 139. The liability implications are obvious.

My point is that those of you responsible for or interested in the operation of any airport, be it air carrier or general aviation, should continually remind yourself and your people of the vital importance that these safety related items be kept in good working condition. Further, that in the event of a malfunction protect yourself and the flying public through the use of a Notice to Airmen (NOTAM) with your nearest FAA communications facility. Only a reminder about something you already know but most important none the less.

\* \* \* \* \*

With this issue we welcome Todd Wirthlin to our staff as Airport Planner. Originally from Salt Lake City, Todd has been working as Assistant County Planner in Philipsburg. His duties will include implementing, monitoring and updating our Montana State Airport System Plan. With the addition of a planner to our staff we intend to coordinate much more closely with the aviation community and utilize their expertise and input more fully than was the case in the original System Plan. Hopefully the updated version will be a useful, realistic "blueprint" which will benefit all segments of Montana Aviation.

To this end many of you will be seeing a lot of Todd in the coming months and we are confident you will enjoy working with him. His position on our staff is being funded entirely through a federal planning grant administered by the Federal Aviation Administration.

## NAVIGATIONAL AIDS

By: JERRY BURROWS  
Aviation Representative

**BAKER H MARKER**—The paperwork has been completed for the

nondirectional radio beacon to serve the Baker, Montana, area and construction work is in progress to have the station operational yet this month.

The underground counterpoise system for the H Marker was surveyed and installed by Nav-aids Technician Frank Fleisner and me during the last of June with assistance from the City/County Airport Board Chairman, Tom Overton and Baker electrician Kenny Thompson.

The H Marker will be located about 600 feet northeast of the approach end of runway 12. An 80 watt Southern Avionics solid state transmitter will be utilized operating on a frequency of 344 Khz and an identifier of "BKU".

The counterpoise system for the H Marker consists of 16 250-foot radials extending from the center of the system like the spokes of a wheel. At the end of each ground wire a six foot ground rod is used and is connected to each of the ground wires. The Aeronautics Division is now connecting these wires to the rods with a Cadweld exothermic weld ground rod connection. The



H Marker connector device being put into place by Frank Fleisner.

ground wires are literally fused to the ground rods with molten metal. The pictures show the connector device in place for ignition and during ignition.

**HARLOWTON H MARKER** — The Harlowton H Marker (non-directional radio beacon) operating on a frequency of 242 Khz and the identifier of HWQ will be put into operation July 12 if all goes well.

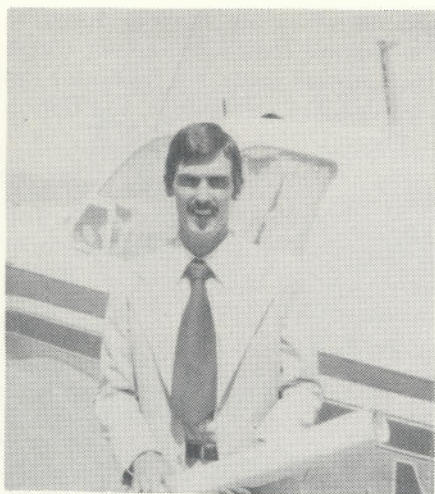
**CIRCLE UNICOM**—A new air to ground radio (unicom) has been installed with the fixed base operator, Don Wilson, located on the Circle Airport. The radio operates on 122.8 Mhz and should be operational during daylight hours.

**AIRPORT SERVICES PROGRAM** — The Aeronautics Division still has a few rotating airport beacons, low intensity runway lighting kits and unicom available for Montana airports on a matching funds basis. Please contact our office for further details.



H Marker connector device being ignited after installation.





Todd Wirthlin, Airport Planner, began work for the Montana Aeronautics Division July 6.

## GOOD FRIENDS GONE

By: DALE UPPINGHOUSE  
Accident Prevention Specialist  
RM-GADO-1, Billings, Montana

Have you ever felt physically sick on hearing of the death of a close friend or relative? The writer had this experience recently. An aircraft accident in another state took the lives of a couple I have been close friends with for 30 years.

How did it happen? The NTSB investigation isn't completed, however enough facts are known to realize it could have happened to you or me. My friends owned an old 4 place aircraft. Its performance was anything but startling. They often joked about arriving late at Fly-ins in the old crate. They loved to attend pilot gatherings.

On this occasion they were returning home from a Fly-in on a Sunday afternoon and stopped to refuel at an intermediate airport. While they gassed up another couple in another airplane in the same group landed with an ailing engine. It was obvious that engine could go no further without a minor overhaul. The owners were worried about making arrangements to leave the airplane and get back home in order to get to work Monday morning. My friends were good and generous people. I'm sure they said, "Come with us, we have two empty seats".

The afternoon was hot. The wind

was switching around and getting gusty. They taxied to the runway with the two additional passengers. The wind shifted. They taxied to the other end. There were obstacles at both ends. Both men and both wives were rated pilots. I am sure there was some trepidation in all of their minds at this point. The wind seemed to settle on that runway for a minute or so, however, and they took off after a long ground run. Witnesses said that a wing dropped suddenly and the airplane slammed into a box car.

They may have encountered a wind shear. Whatever happened, the old 4 placer just wasn't capable of flying out of it with the added load. Certainly, my friend, a pilot for 32 years, wouldn't start from scratch and **plan** a take-off under the conditions described. Things started adding up on him just like they do on you and me now and then. The fueling was complete. Defueling is awkward and time consuming. There was the need to get back home to report for work. The old crate, however slow, had always made it. The women weren't very heavy, I don't know what the gross came to. It may have been over or under the max legal. It did prove too much for the conditions.

You or I wouldn't allow ourselves to get trapped in a situation like this, would we? I sincerely hope not. I hate to lose old friends.

## COLLEGE WORKSHOPS

By: SAM GRIGGS, Supervisor  
Aviation & Space Education

Two of our three aerospace workshops are in full bloom.

As usual, Butte with Bob Conklin as director, has the high spot with twenty-six enrolled back in February and enough additional interested teachers to fill yet another class.

Billings, with Buzz Christiansen as director, is hosting eighteen. Buzz and his workshop have recently returned from what sounds like a very interesting trip to the Denver area. They toured the Air Force Academy, United Air Lines Training Facilities, and local radar facilities.

This tour was marred by a turbulence-caused incident that hospitalized one of the workshop participants.

The airlift part of the tour was sponsored by the Air Force.

The workshop for Havre is to start July 12.

The Aviation-Space Teachers Handbook has been enthusiastically received these last few weeks by superintendents in Bozeman, Miles City, Billings, Wolf Point, Red Lodge, Pine Hills, and Swan Valley Youth Camp.

## THE BALLAD OF HEZIKIAH DYER

By: HARRY W. DEMMERLY  
Accident Prevention Specialist  
RM-GADO-5, Helena FAA

Hezikiah Dyer, that bold brand new flyer,

Set out on a short flight at night.

The moon was aglow on the mountains below,

And Hez wasn't showing one light.

"It is no sin," he said with a grin,  
And a nasty smirk on his face,  
"To fly without lights, on all of these nights;

I'll go and race to my chick's place."

"I must go quick to my chick by the crick,

And show her my aerial daring.

To her I am king; I can do anything  
So my talents I will not be sparing."

Hez flew at night, but he missed one sight

That sure would have got his attention.

Another aircraft, with no lights fore and aft

Surely deserved a small mention.

Toward each other they flew and if they only knew,

What the fates had in store.

In the dark of the night, a most terrible sight;

A crash and a bang and a roar.

What Hez began as a whim, was the end of him.

So, we must most surely relate

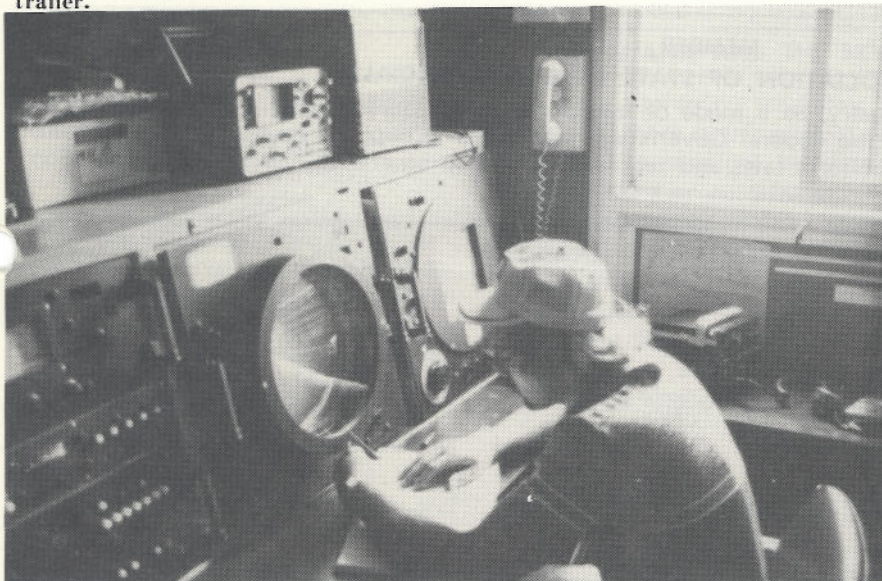
That when flying at night, use all of your lights.

You'll survive till a much later date.





Lew Wickman, radar technician and site director, standing in front of the trailer.



Lee Kralicek, radar and radio sound operator, recording data from the weather balloon.

## PROJECT SKYWATER

By: JERRY BURROWS  
Aviation Representative

Project Skywater is a weather modification research project and is part of the High Plains cooperative program sponsored by the Department of the Interior, Bureau of Reclamation, and is headquartered in Miles City. The University of North Dakota, Department of Aviation, operates the radar unit in Baker. The Montana Department of Natural Resources is also taking part in the program. Other research projects are

taking place at Big Spring, Texas, and Goodland, Kansas.

The purpose of the Montana project, according to Arlen Super, headquartered at Miles City is to improve the technology of cloud seeding and to identify those types of clouds that will release moisture with some modification and to increase the productivity or percentage of water that would normally be given from clouds.

Cloud seeding is a controversial area and has made as many skeptics as it does people in favor of it.

Project Skywater is approaching the subject on a firm scientific basis in three stages. It consists of radar and other scientific apparatus located at Baker and Miles City and a fleet of four aircraft. A B-23, Piper Navajo, a Piper Aztec and an Aero Commander 680 for sampling the clouds, taking measurements, cloud seeding and so forth.

The first stage involves a study of nature. It is assumed that clouds in the Miles City area may be deficient in ice crystals and by increasing the concentration of these ice crystals, which takes the water droplets from the cloud, ultimately allows the clouds to be more productive. Small to middle size cumulus clouds are being sampled with their life cycles being recorded for computer usage.

The second stage involves random cloud seeding. Measurements are taken from small test clouds of which one half are seeded and one half are not, to determine if there is a difference, and if so, how much. From this information Project Skywater will be able to determine what size and kind of clouds result in the most rain.

Stage three involves the area wide seeding of this type of clouds to give large scale benefits.

Part of the controversy with cloud seeding is the people downwind who may feel that the moisture released from seeding may have otherwise fallen in their area. The radar and weather information gathering unit established in Baker has been set up to determine if seeding has an effect on the clouds downwind. Information on both seeded and unseeded clouds is being gathered at Baker and Miles City for evaluation and recommendations after the field portion of the program is completed.

Another project in Colorado is concerned with the suppression of hail.

We feel that the businesslike and scientific approach to cloud seeding will result in meaningful and beneficial information for the entire nation.





Frank Fleisner, Tom Overton and Kenny Thompson working on Baker H Marker.

and Buffalo Barbeque, Ennis.

**August 1-6**—International Flying Farmers Convention, Saskatoon, Saskatchewan, Canada.

**August 6-8**—Fall Fly-In and Air Show, Glasgow.

**August 22**—Air Show, Hardin.

**August 24-26**—Inter'l. Northwest Aviation Council, Edmonton, Alberta, Canada.

**September 9-12**—National Association of Search and Rescue Coordinators, Cheyenne, Wyoming.

**September 11-12** — Vredenburg Fly-In, Fortine.

**September 24**—Board of Aeronautics Meeting, Helena.

**October 1-3** — Montana Flying Farmer Convention, Yogo Inn, Lewistown.

#### MEMBER

#### NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

**PURPOSE:**—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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